

8 mm bolts to 25 N•m (19 ft.-lb.). Tighten the 10 mm bolts to 49 N•m (36 ft.-lb.).

10. Make sure the gears rotate freely without binding.

## DRIVESHAFT

### Removal/Inspection/Installation

1. Remove the final drive unit as described in this chapter.
2. Remove the spring in the end of the driveshaft (A, **Figure 46**).
3. Remove the driveshaft (B, **Figure 46**).
4. Inspect the splines and seal contact surface on the driveshaft (**Figure 47**). Replace the driveshaft if it is excessively worn or damaged.
5. Before installation, apply molybdenum disulfide grease to the splines of the driveshaft.
6. Insert the driveshaft into the splines of the universal joint. Make sure the driveshaft is fully seated in the universal joint.
7. Install the spring into the end of the driveshaft (A, **Figure 46**).

8. Install the final drive unit as described in this chapter.

## SWING ARM

Bearings are pressed into both sides of the swing arm. Seals are installed on the outside of each bearing to prevent dirt and moisture from entering the bearings. Refer to **Figure 48**.

### Special Tools

The Honda swing arm locknut wrench (part No. 07908-4690003 [A, **Figure 49**]) and a 17 mm hex socket (B) are required to remove and install the swing arm.

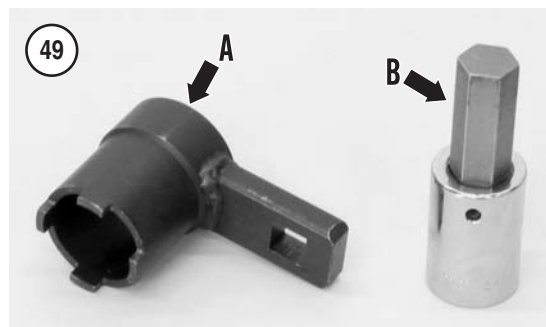
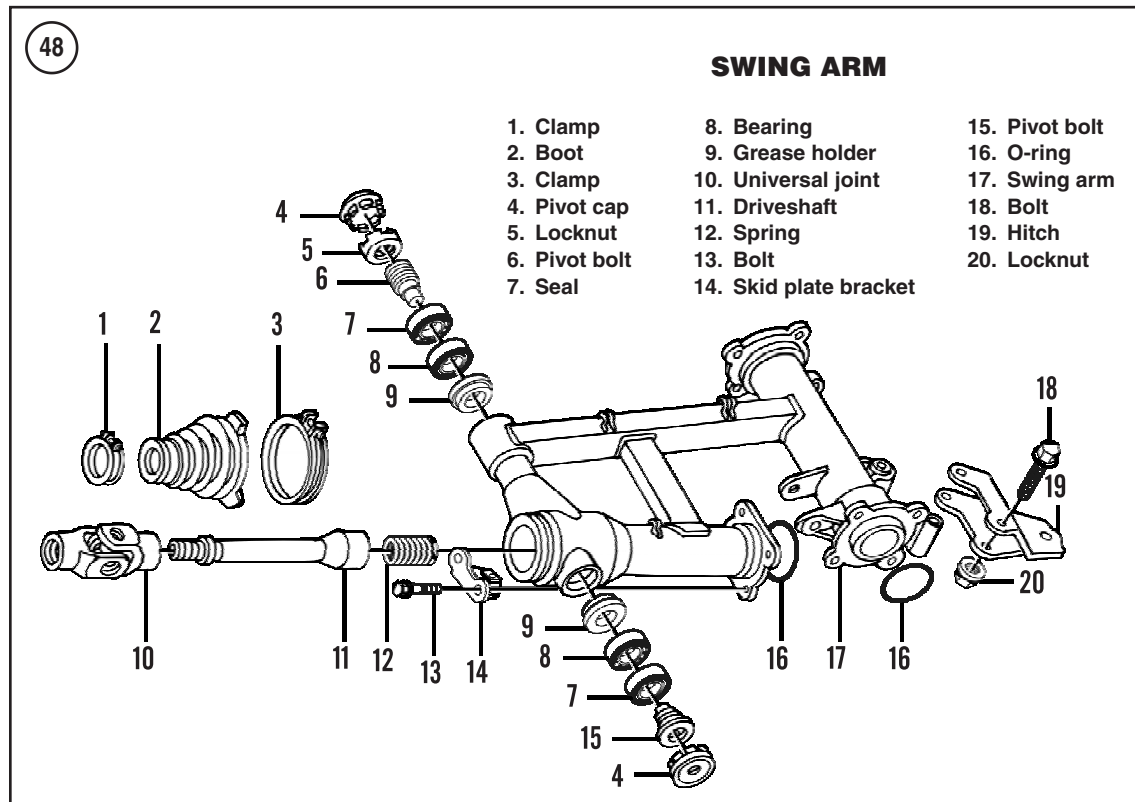
### Removal

1. Remove the rear fender (Chapter Fifteen).
2. Remove the final drive unit and driveshaft as described in this chapter.
3. Remove the breather tubes from their clamps on the swing arm.
4. Support the rear of the swing arm, then remove the lower shock absorber mounting bolt (**Figure 50**).
5. Grasp the rear end of the swing arm and try to move it from side to side in a horizontal arc. There should be no noticeable side play. If play is evident and the pivot bolts are tightened correctly, replace the swing arm bearings.
6. Loosen the swing arm boot clamp (A, **Figure 51**) and work the boot off the swing arm.

### NOTE

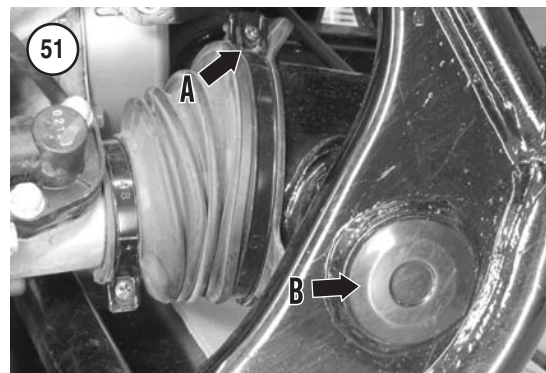
*It may be helpful to remove the rear brake pedal for greater tool access.*

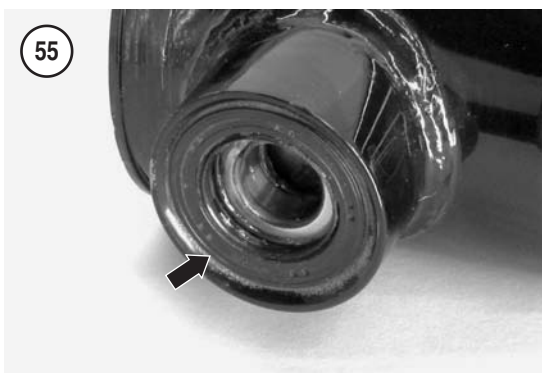
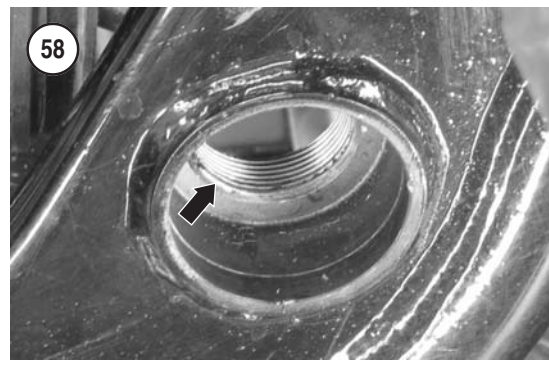
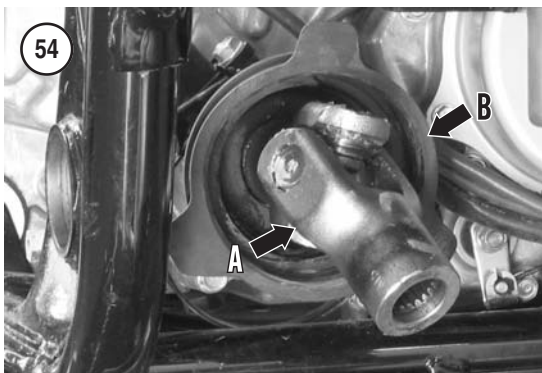
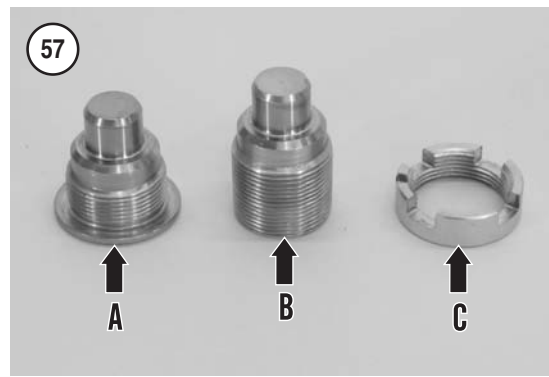
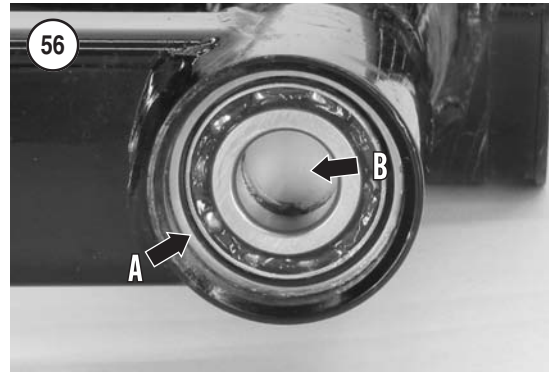
7. Remove the pivot cap (B, **Figure 51**) from each side of the swing arm.
8. Loosen and remove the right pivot locknut using the locknut wrench (**Figure 52**).
9. Using the 17 mm hex socket, remove the pivot bolts (**Figure 53**) on both sides.
10. Remove the swing arm.
11. Remove the universal joint (A, **Figure 54**) if it did not come off with the swing arm.
12. If necessary, loosen the remaining clamp and remove the boot (B, **Figure 54**).



### Inspection

1. Clean and dry the swing arm and its components.
2. Inspect the welded sections on the swing arm for cracks or other damage.
3. Remove the seals (**Figure 55**) with a seal removal tool or screwdriver.
4. Inspect each bearing (A, **Figure 56**) for severe wear, pitting or other damage. If necessary, replace the bearings as described in *Bearing Replacement* in this section.
5. Make sure each grease holder (B, **Figure 56**) fits tightly in its swing arm bore.





6. Inspect the pivot bolts (**Figure 57**) for excessive wear, thread damage or corrosion. Make sure the machined end on each pivot bolt is smooth. Replace if necessary.

7. Check the threaded holes in the frame (**Figure 58**) for corrosion or damage.

8. Replace the boot if it is damaged.

### Universal Joint Inspection

1. Make sure the universal joint (**Figure 59**) pivots smoothly with no binding or roughness.

2. Inspect both universal joint spline ends for damage. If these splines are damaged, inspect the driveshaft and engine output shaft splines for damage.

### Bearing Replacement

Replace the left and right side bearings (**Figure 48**) at the same time.

1. Support the swing arm in a vise with soft jaws.
2. Remove the seals (**Figure 55**) with a seal removal tool or screwdriver.
3. Remove the bearings with a blind bearing remover (**Figure 60**).
4. Check the grease holders (B, **Figure 56**) for looseness or damage. If necessary, replace the plates as follows:
  - a. Drive the existing grease retainer plate inward, then remove it.
  - b. Drive a new grease retainer into each side of the swing arm.
5. Lubricate the new bearings with grease.
6. Drive a new bearing (A, **Figure 56**) into each side of the swing arm. Only apply pressure on the outer race of each bearing. Install both bearings so the manufacturer's marks face out.
7. Lubricate each bearing by packing 3 grams (0.1 oz.) of No. 2 multipurpose grease into the bearing.
8. Lubricate the new dust seal lips with grease and install them into the swing arm with the closed side facing out (**Figure 55**).

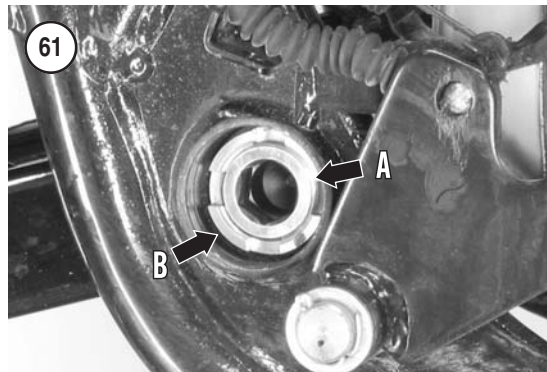
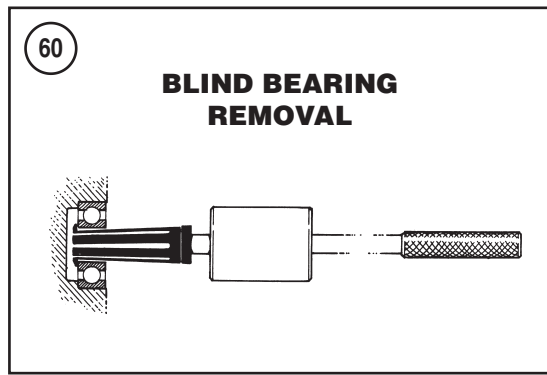
### Installation

1. Install the boot (B, **Figure 54**) onto the engine if it was removed.
2. Lubricate the universal joint and driveshaft splines with molybdenum disulfide grease.
3. Install the universal joint (A, **Figure 54**).

#### NOTE

*Refer to **Figure 57** to identify the pivot bolts when installing them in the following steps. Note that the left pivot bolt (A, **Figure 57**) is flanged.*

4. Install the swing arm into the frame, while noting the following:
  - b. Install the right pivot bolt (A, **Figure 61**) and tighten it finger-tight.



- c. Install the left pivot bolt (**Figure 53**) and tighten it finger-tight.
  - d. Swing the swing arm up and down, making sure it pivots smoothly with no binding or roughness.
5. Tighten the left pivot bolt (**Figure 53**) to 118 N•m (87 ft.-lb.).
  6. Tighten the right pivot bolt (A, **Figure 61**) to 4 N•m (36 in.-lb.).
  7. Pivot the swing arm up and down several times to help seat the bearings.





8. Retighten both pivot bolts to the specified torque.

**NOTE**

*The torque wrench attachment point on the Honda tool specified in Step 9 increases wrench leverage.*

9. Install the right pivot bolt locknut (B, **Figure 61**) and tighten it with the locknut wrench as follows:

- a. Hold the right pivot bolt with a 17 mm hex socket wrench (**Figure 62**).
- b. Tighten the right pivot bolt locknut with the locknut wrench and a torque wrench (**Figure 62**) to 107 N•m (79 ft.-lb.) as indicated on the torque wrench. The actual locknut tightening torque is 118 N•m (87 ft.-lb.).

10. Install the left and right side swing arm pivot caps (B, **Figure 51**).

11. Reattach the shock absorber by installing the lower mount bolt (**Figure 50**). Tighten the bolt to 44 N•m (33 ft.-lb.).

12. Reinstall the boot onto the swing arm and tighten the swing arm boot clamp (A, **Figure 51**).

13. Secure the breather tubes in the clamps on the swing arm.

14. Install the final drive unit as described in this chapter.

15. Install the rear brake pedal (Chapter Thirteen) if it was removed.

16. Install the rear fender (Chapter Fifteen).

**Table 1 REAR SUSPENSION AND FINAL DRIVE SPECIFICATIONS**

Gear backlash	0.05-0.25 mm (0.002-0.010 in.)
Service limit	0.4 mm (0.016 in.)
Rear axle runout service limit	3.0 mm (0.12 in.)
Rear damper type	Double tube
Rear suspension type	Swing arm
Rear wheel travel	150 mm (5.90 in.)
Ring gear stop pin clearance	0.3-0.6 mm (0.01-0.02 in.)

**Table 2 REAR DRIVE TORQUE SPECIFICATIONS**

	N•m	in.-lb.	ft.-lb.
Axle nuts	137	—	101
Final drive bolts			
8 mm	25	—	19
10 mm	49	—	36
Final drive mounting bolts			
Front	54	—	40
Side	54	—	40
Left axle housing locknuts	44	—	33
Pinion locknut*	89	—	66
Right pivot bolt locknut*	107	—	79
Shock absorber bolt	44	—	33
Skid plate bolt	32	—	24
Swing arm pivot bolts			
Left pivot bolt	118	—	87
Right pivot bolt	4	36	—
Wheel nuts	64	—	47
*Torque wrench reading using Honda tool.			

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